(b) the number of persons recruited in the NF Railway during the last three years in G.r.-III and Gr.-IV posts; and

(c) how many of them were from Assam?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir.

(b) Number of persons recruited during the last three years in NF Railway:—

Group 'C'	Group 'D'
1319	1848

(c) The position of recruits on the basis of domicile is not maintained. As such this information is not available.

Decrease in Budgetary support for Rail Projects

†1160. SHRI LAJPAT RAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that as per the status-paper on Indian Railways, not only the budgetary support for the Ministry has decreased during the past Five Year Plans, over the few decades, but debts against the Ministry have also increased and it has become almost difficult to start new projects and complete the old ones, within the stipulated period; and

(b) if so, what is Government's stand in this matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) Yes, Sir. The percentage of Budgetary Support has declined gradually since the Rolling Plans of 1978-80. The percentage of Budgetary Support was as high as 75% during V Five Year Plan and the Rolling Plans of 1978-90 and this came down to 23% during the VIII Five Year Plan. However, it may be noted that, with regard to Budgetary Support, this trend was slightly corrected during IX Five Year Plan period when the percentage level has increased to 34% (inclusive of contribution to the Special Railway Safety Fund). A request has already been made to increase the level of Budgetary Support.

Since Capital from general exchequer and internal resources have not been sufficient to fully meet the plan requirements, Railways have been forced to resort to Market Borrowings through the Indian Railway Finance Corporation, set up as a borrowing agency on behalf of the Railways. The dependence on Market Borrowings has, however, put a heavy financial burden on the Railways

†Original notice of the Question was received in Hindi.

by way of substantial lease charges. Therefore efforts are being made to keep Market Borrowings at a minimum level.

Apart from efforts to increase the level of Budgetary Support and reduce the Market Borrowings, concerted efforts are being made to supplement resources through funding from State Governments and public private partnerships.

Peddapally-Sanga Reddy Rail Line

1161. SHRI NANDI YELLAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) the detailed circumstances and reasons under which rail line was laid from Telapur to Patancheru only, instead of extending it line up to Sanga Reddy, Medak, Siddipet and Peddapally;

(b) whether the rail line from Telapur to Patancheru is functioning; and

(c) if not, reasons therefor in laying this line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Telapur-Patancheru line was laid to meet the needs of the industries located at Patancheru as well as for the movement of workers engaged in the various industries in the area and to meet their goods transport requirements.

(b) No, Sir.

(c) The section was opened for passenger traffic *w.e.f.* 2.4.1993 but due to poor patronization, train services were totally suspended *w.e.f.* 30.9.1994.

Criteria of Halt Stations

†1162. PROF. RAM DEO BHANDARY: Willl the Minister of RAILWAYS be pleased to state:

(a) what is the criteria for constructing a halt station between two railway stations;

(b) whether it is related with the population of surrounding villages and the distance between two stations; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) A halt station can be opened if the proposal is financially justified, feasible both from operating and engineering points of view and the site of the proposed halt, in non-suburban

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